

COLEMAN.

[CONTINUED FROM THIRD PAGE.]

and Fifty-fourth street that is nursing a grudge against the Third Avenue elevated railway company. While crossing the street at Third Avenue and Fifty-fourth street a train came along. A chunk of dirt snow was dislodged from the structure and fell on the young woman's head. The mass was of unusual size. She was badly frightened, but not hurt. Her attire, however, was ruined. Of the bonnet, a dainty combing of hair and flowers, there remained only a limp rag. Her jacket was stained and her gown discolored beyond redemption. "I have this coat," she said, between sobs, "and make it up, if I have to take my case to the Supreme Court at Washington." She refused to give her name.

BROOKLYN IN DARKNESS.

WIRES AND POLES BROKEN AND TRAFFIC IN THE STREETS SERIOUSLY HINDERED.

No storm since the memorable blizzard has created such havoc in Brooklyn. For stations and important sections of the city have been deprived of communication with police and fire headquarters, and last evening the only wire that could be operated by the telephone company was the one to this city.

The engine houses established communication with headquarters by using the telephones in neighboring real estate offices, physicians' offices and lawyers' offices. Distinct points were covered by firemen mounted on horseback, who were instructed to carry the alarm to the various houses in their districts. At Police Headquarters the storm destroyed communication between most of the stations and headquarters at an early hour. Thereafter the work was done by messenger. The story of accidents of minor importance filled several pages of the blotter. It was reported at half-past two P. M. that an electric wire had broken and crossed several telephone wires at Third Avenue and Warren street. A lively shower of sparks fell from the wires. A burst of blue flame in the telephone room at Police Headquarters broke from at three o'clock that the switchboard was destroyed. The telephone wires were severed from all parts of the city, and poles toppled over on Myrtle Avenue and Canton street, Prospect Avenue and Third Avenue, Sixth Street, Atlantic and Carlton avenues and elsewhere.

BUT ONE TELEPHONE LINE WORKING. Superintendent Easton of the Western Union Telegraph Company, reported that every line of the company was down except the main one to this city. All Long Island wires were down. No connections were restored yesterday, as the line men were busy clearing away the wreckage.

Superintendent Easton of the Electric Light Company, said that as their wires were all underground the storm had caused them no inconvenience. Had it been otherwise twenty thousand organs which depend on them for power would have been silent yesterday. The Postal Telegraph and American District companies had not a wire working in the city. The New York Telephone and Jersey Telephone Company's office Assistant Superintendent Comm said that they had more than thirty lines down, and it would be fully two weeks before the damage done by the storm was repaired. The Eastern District almost every electric light wire was down. A telephone pole that broke in front of the Williamsburg branch of the Telephone Exchange interfered seriously yesterday morning with the running of the Williamsburg branch of the "U" road. The cables are usually a considerable height over the railroad structure, but the pole struck them, and they came down to within a few feet of the tracks. Trains had to slow down and the cables hoisted before trains could go on.

FORBIDDING ELECTRIC LIGHTS. City Works Commissioner Adams called at the office of the City Engineer, Mr. J. H. McLaughlin, in the afternoon and instructed the officers not to turn on any electric current last night, in consequence of the storm. He considered it would not be safe to do so. The Citizens' Electric Light Company furnishes electric light on the principal avenues and streets of the Western District, and the Municipal Company in the Eastern District. As a consequence of the order the moon was the only illuminating medium in the streets until lighted by electricity.

The engine attached to the Union elevated train reaching Fulton street yesterday morning ran into a collection of wires that had fallen across the track. The wires wound around the driver axles and the engine was stopped. The machinery that there was considerable delay before traffic could be resumed.

HAVOC IN THE SUBURBS.

POLES DOWN IN ALL DIRECTIONS—DEATH AND DAMAGE AT NEWARK.

Every telephone, telephone, electric light, burglar alarm, fire alarm and police patrol system wire in Newark was useless yesterday, and until tomorrow the city will be almost without electric lighting or power facilities, as the order has been given not to put power on any of the wires for fear of causing great destruction by fire. All this is the work of the storm.

DESTRUCTION BEGAN ABOUT HALF-PAST TWO O'CLOCK, when the Fire Department was called out to look after a fire on the roof of the Western Union building at Market and Broad streets. It had been started by an electric light wire falling on the telephone wires and causing a blaze which set fire to the woodwork. It was soon extinguished and the wires separated. The engines were then sent to two stores in Market street, between Halsey and Halsey, where fires had started from the same cause. While these were being put out the tops of four high telegraph poles on one block in Market street began to burn briskly.

ABOUT THAT TIME THE HEAVY SNOW SUDDENLY changed to a down pour of rain, and the fires on a few feet of the poles and on the tops of the telegraph poles in the Pennsylvania Railroad station, dropped on the neck of a horse drawing a hack full of belated travelers. The horse fell and died. The hack was owned and driven by Daniel Welsh, of Furber street. His passengers made their way home on foot, and their trip was enlivened by efforts to judge or step over the wires. The wires were hissing and spitting fire viciously in every street through which they passed.

All the principal streets and avenues are obstructed by fallen poles, trees and wires. A fire on St. John's Roman Catholic Church, in Mulberry street, was caused by a falling pole, which also crashed through the roof of the rectory and started the inmates.

After three o'clock the morning hackmen refused to carry passengers for fear of striking wires and killing themselves or their horses, and at six o'clock all the electric lights in the city were out, because the wires were so crossed and tangled with those of the telegraph lines that it was feared that wherever buildings were touched the result would be a fire.

THE ENTIRE CITY OF NEWARK WAS rendered useless. The Domestic Burglar Alarm Company was also without means of protecting its subscribers, and was compelled to employ special night watchmen.

The greater part of the city was in total darkness, except where the lamps were burning. Among the other poles which fell was one at Centre and Mulberry streets, which tore to a corner of the ham smoking establishment of Colonel E. Littlejohn. The corner and side of a mechanic street building was also damaged to the extent of several hundred dollars by a falling pole. The line of new electric poles, recently erected by the New Jersey Long Distance Telephone Company, which extends to Jersey City on the plank road triplicate, is in danger.

The police patrol system is also wrecked, fifteen miles of wire being down and every box having been cut out yesterday by electrician King to prevent their being burned.

In every part of the city poles are strained and bent almost to breaking, and they are expected to be dangerous. Men were busy up to late last night at taking up wires to save them.

The various companies cannot come anywhere near estimating their probable loss, but all the managers agree that from \$100,000 to \$200,000 will be required to repair their various lines.

ORANGE, N. J., was entirely cut off from the outside world, as well as from intercommunication. The main telephone pole, back of the Orange Freight depot, carrying nearly two hundred and fifty wires, snapped off just below the lower cross-arm and crashed down on the freight depot, carrying with it all the wires into an inextinguishable fire in the street.

Poles fell all over the city and the streets were filled with tangled masses of wire. The demolition of the telephone system was complete. Superintendent John Walker, of the Orange Cross Town road, has been killed by a falling pole. He was driving a snow plow to clear the track, and just as he crossed the Erie road at Washington street a pole fell on the plow, throwing it into fragments. It struck just behind him, and he fell a second earlier he would have been instantly killed.

AT HENRY AND CONE STREETS one of the largest poles fell over toward the city, and crashed into the Church and was held from crashing into the

Mass only by a few wires, which remained intact. Roof was being celebrated and a panic ensued. The congregation rushed out of the church and the poles abruptly brought the mass to a close. No other serious damage was done during the day.

The damage in Orange can hardly be estimated. Thousands of miles of wire and nearly four hundred and fifty poles were destroyed, and it will be at least a month before the damage can be fully repaired.

It was in darkness last night. The electric lights were out. Not a street was left intact by the severe storm. Telephone and telegraph lines were broken, and hundreds of poles were snapped off. The wreck is complete. The same condition of things prevails in nearly every town in the State.

It will take at least ten days to replace the poles and wires thrown down on Staten Island. At New Brighton the steam lighter Jerome B. King, owned by P. King & Co., was capsized and sunk. Much damage was also done in Westchester county, while on Long Island telegraph poles are down all directions. There was frosty rain escapes, but so far as known no one was injured.

In Long Island City a large pole at the entrance of the Long Island Railroad depot fell with a crash just as the last passenger from off the Flushing train, which arrives at eight o'clock, got by in safety. The pole fell on the train, and the passengers were thrown into confusion. The driver of the train, which was a New York Central train, was thrown from his seat and started his horse, thereby saving his life.

Word was sent to the New York Central and Hudson River Railroad, near Roa Rock. Fortunately no one was killed or hurt.

At nine o'clock a freight train stopped on the south track and the red danger signal was hoisted on the tower to warn the Albany way express, which was following close behind. The heavy fall of snow immediately covered the block signal and hid the red sign from view. The freight had been on the tower for some time without warning the way train crashed into the freight.

The engineer and fireman were not aware of the danger until it was too late. The freight train, which was a New York Central train, was thrown from its track and the passengers were thrown into confusion. The driver of the train, which was a New York Central train, was thrown from his seat and started his horse, thereby saving his life.

Word was sent to the New York Central and Hudson River Railroad, near Roa Rock. Fortunately no one was killed or hurt.

At nine o'clock a freight train stopped on the south track and the red danger signal was hoisted on the tower to warn the Albany way express, which was following close behind. The heavy fall of snow immediately covered the block signal and hid the red sign from view. The freight had been on the tower for some time without warning the way train crashed into the freight.

The engineer and fireman were not aware of the danger until it was too late. The freight train, which was a New York Central train, was thrown from its track and the passengers were thrown into confusion. The driver of the train, which was a New York Central train, was thrown from his seat and started his horse, thereby saving his life.

Word was sent to the New York Central and Hudson River Railroad, near Roa Rock. Fortunately no one was killed or hurt.

At nine o'clock a freight train stopped on the south track and the red danger signal was hoisted on the tower to warn the Albany way express, which was following close behind. The heavy fall of snow immediately covered the block signal and hid the red sign from view. The freight had been on the tower for some time without warning the way train crashed into the freight.

The engineer and fireman were not aware of the danger until it was too late. The freight train, which was a New York Central train, was thrown from its track and the passengers were thrown into confusion. The driver of the train, which was a New York Central train, was thrown from his seat and started his horse, thereby saving his life.

Word was sent to the New York Central and Hudson River Railroad, near Roa Rock. Fortunately no one was killed or hurt.

At nine o'clock a freight train stopped on the south track and the red danger signal was hoisted on the tower to warn the Albany way express, which was following close behind. The heavy fall of snow immediately covered the block signal and hid the red sign from view. The freight had been on the tower for some time without warning the way train crashed into the freight.

The engineer and fireman were not aware of the danger until it was too late. The freight train, which was a New York Central train, was thrown from its track and the passengers were thrown into confusion. The driver of the train, which was a New York Central train, was thrown from his seat and started his horse, thereby saving his life.

Word was sent to the New York Central and Hudson River Railroad, near Roa Rock. Fortunately no one was killed or hurt.

At nine o'clock a freight train stopped on the south track and the red danger signal was hoisted on the tower to warn the Albany way express, which was following close behind. The heavy fall of snow immediately covered the block signal and hid the red sign from view. The freight had been on the tower for some time without warning the way train crashed into the freight.

The engineer and fireman were not aware of the danger until it was too late. The freight train, which was a New York Central train, was thrown from its track and the passengers were thrown into confusion. The driver of the train, which was a New York Central train, was thrown from his seat and started his horse, thereby saving his life.

Word was sent to the New York Central and Hudson River Railroad, near Roa Rock. Fortunately no one was killed or hurt.

At nine o'clock a freight train stopped on the south track and the red danger signal was hoisted on the tower to warn the Albany way express, which was following close behind. The heavy fall of snow immediately covered the block signal and hid the red sign from view. The freight had been on the tower for some time without warning the way train crashed into the freight.

The engineer and fireman were not aware of the danger until it was too late. The freight train, which was a New York Central train, was thrown from its track and the passengers were thrown into confusion. The driver of the train, which was a New York Central train, was thrown from his seat and started his horse, thereby saving his life.

Word was sent to the New York Central and Hudson River Railroad, near Roa Rock. Fortunately no one was killed or hurt.

At nine o'clock a freight train stopped on the south track and the red danger signal was hoisted on the tower to warn the Albany way express, which was following close behind. The heavy fall of snow immediately covered the block signal and hid the red sign from view. The freight had been on the tower for some time without warning the way train crashed into the freight.

The engineer and fireman were not aware of the danger until it was too late. The freight train, which was a New York Central train, was thrown from its track and the passengers were thrown into confusion. The driver of the train, which was a New York Central train, was thrown from his seat and started his horse, thereby saving his life.

Word was sent to the New York Central and Hudson River Railroad, near Roa Rock. Fortunately no one was killed or hurt.

At nine o'clock a freight train stopped on the south track and the red danger signal was hoisted on the tower to warn the Albany way express, which was following close behind. The heavy fall of snow immediately covered the block signal and hid the red sign from view. The freight had been on the tower for some time without warning the way train crashed into the freight.

The engineer and fireman were not aware of the danger until it was too late. The freight train, which was a New York Central train, was thrown from its track and the passengers were thrown into confusion. The driver of the train, which was a New York Central train, was thrown from his seat and started his horse, thereby saving his life.

Word was sent to the New York Central and Hudson River Railroad, near Roa Rock. Fortunately no one was killed or hurt.

At nine o'clock a freight train stopped on the south track and the red danger signal was hoisted on the tower to warn the Albany way express, which was following close behind. The heavy fall of snow immediately covered the block signal and hid the red sign from view. The freight had been on the tower for some time without warning the way train crashed into the freight.

The engineer and fireman were not aware of the danger until it was too late. The freight train, which was a New York Central train, was thrown from its track and the passengers were thrown into confusion. The driver of the train, which was a New York Central train, was thrown from his seat and started his horse, thereby saving his life.

Word was sent to the New York Central and Hudson River Railroad, near Roa Rock. Fortunately no one was killed or hurt.

At nine o'clock a freight train stopped on the south track and the red danger signal was hoisted on the tower to warn the Albany way express, which was following close behind. The heavy fall of snow immediately covered the block signal and hid the red sign from view. The freight had been on the tower for some time without warning the way train crashed into the freight.

The engineer and fireman were not aware of the danger until it was too late. The freight train, which was a New York Central train, was thrown from its track and the passengers were thrown into confusion. The driver of the train, which was a New York Central train, was thrown from his seat and started his horse, thereby saving his life.

Word was sent to the New York Central and Hudson River Railroad, near Roa Rock. Fortunately no one was killed or hurt.

At nine o'clock a freight train stopped on the south track and the red danger signal was hoisted on the tower to warn the Albany way express, which was following close behind. The heavy fall of snow immediately covered the block signal and hid the red sign from view. The freight had been on the tower for some time without warning the way train crashed into the freight.

The engineer and fireman were not aware of the danger until it was too late. The freight train, which was a New York Central train, was thrown from its track and the passengers were thrown into confusion. The driver of the train, which was a New York Central train, was thrown from his seat and started his horse, thereby saving his life.

hardly young mechanic and his wife. She is who to today contests the old man's will. Ever since his so-called apostasy he had been a pronounced and avowed enemy of the church, and he had even publicly joined the Fourth Street Methodist Church.

With his penitence and grudging in business he gave liberally to the church, foreign missions becoming his hobby. He continued to prosper, became a partner in the lumber firm of Dismore and Crockett at Hudson and West streets, and built his home at No. 112 Macdonald street.

It was during the construction of this house that he made the will, and he died at the present and future was his. To that and his home years ago made a will giving all his estate to the church. He died at the age of 70, and his son, John, told him that he would not be serving God by neglecting his children, and moreover the law required that he should provide for his children. In the second and last will he evidently tried to keep just within the law, and again attempted to evade it by his old deed to the Bible Society.

Citations were served on Saturday.

NEVER REACHED THE MARKET.

ALARM FOR JAMES H. MURPHY, A WELL KNOWN BROOKLYN FISH DEALER.

James H. Murphy, a prosperous young business man of Brooklyn, left his home Friday morning, and since that time nothing has been heard from him. His wife and relatives are in great distress on account of his absence.

Mr. Murphy lived with his wife and two young children at No. 323 Henry street, and is proprietor of a fish market at No. 330 Court street. It has been his custom to get up at half-past four o'clock on Friday morning to go to the fish market in this city. He complained of a headache on Thursday night, and did not leave his bed until shortly before seven o'clock last Friday morning.

He left his home at twenty minutes past seven. One of the assistants at the fish store came to the house about an hour later to inquire if Mr. Murphy had overslept himself, and learning that he had done so concluded that his delay in returning from market was due to his late departure from home. As the hours passed and he did not return inquiries were made and it was learned that he had not called at the stable for his horse and wagon.

He was well known by the police as being on duty at the different ferries, but none of them had seen him enter a ferry house that morning. The police officers at the different ferries had been informed of his disappearance and diligent inquiries have been made among his friends, but no trace of him has been found. His relatives fear that his brain has become affected and suppose that he wandered off while dazed. He was a strictly temperate man, and his business was prosperous and he had no financial troubles.

He was a buyer for O'Neill's dry goods establishment in this city, and was on duty at the different ferries. He was a well known man in the city, and his disappearance has caused much concern.

He was a buyer for O'Neill's dry goods establishment in this city, and was on duty at the different ferries. He was a well known man in the city, and his disappearance has caused much concern.

He was a buyer for O'Neill's dry goods establishment in this city, and was on duty at the different ferries. He was a well known man in the city, and his disappearance has caused much concern.

He was a buyer for O'Neill's dry goods establishment in this city, and was on duty at the different ferries. He was a well known man in the city, and his disappearance has caused much concern.

He was a buyer for O'Neill's dry goods establishment in this city, and was on duty at the different ferries. He was a well known man in the city, and his disappearance has caused much concern.

He was a buyer for O'Neill's dry goods establishment in this city, and was on duty at the different ferries. He was a well known man in the city, and his disappearance has caused much concern.

He was a buyer for O'Neill's dry goods establishment in this city, and was on duty at the different ferries. He was a well known man in the city, and his disappearance has caused much concern.

He was a buyer for O'Neill's dry goods establishment in this city, and was on duty at the different ferries. He was a well known man in the city, and his disappearance has caused much concern.

He was a buyer for O'Neill's dry goods establishment in this city, and was on duty at the different ferries. He was a well known man in the city, and his disappearance has caused much concern.

He was a buyer for O'Neill's dry goods establishment in this city, and was on duty at the different ferries. He was a well known man in the city, and his disappearance has caused much concern.

He was a buyer for O'Neill's dry goods establishment in this city, and was on duty at the different ferries. He was a well known man in the city, and his disappearance has caused much concern.

He was a buyer for O'Neill's dry goods establishment in this city, and was on duty at the different ferries. He was a well known man in the city, and his disappearance has caused much concern.

He was a buyer for O'Neill's dry goods establishment in this city, and was on duty at the different ferries. He was a well known man in the city, and his disappearance has caused much concern.

He was a buyer for O'Neill's dry goods establishment in this city, and was on duty at the different ferries. He was a well known man in the city, and his disappearance has caused much concern.

He was a buyer for O'Neill's dry goods establishment in this city, and was on duty at the different ferries. He was a well known man in the city, and his disappearance has caused much concern.

He was a buyer for O'Neill's dry goods establishment in this city, and was on duty at the different ferries. He was a well known man in the city, and his disappearance has caused much concern.

He was a buyer for O'Neill's dry goods establishment in this city, and was on duty at the different ferries. He was a well known man in the city, and his disappearance has caused much concern.

He was a buyer for O'Neill's dry goods establishment in this city, and was on duty at the different ferries. He was a well known man in the city, and his disappearance has caused much concern.

He was a buyer for O'Neill's dry goods establishment in this city, and was on duty at the different ferries. He was a well known man in the city, and his disappearance has caused much concern.

He was a buyer for O'Neill's dry goods establishment in this city, and was on duty at the different ferries. He was a well known man in the city, and his disappearance has caused much concern.

He was a buyer for O'Neill's dry goods establishment in this city, and was on duty at the different ferries. He was a well known man in the city, and his disappearance has caused much concern.

He was a buyer for O'Neill's dry goods establishment in this city, and was on duty at the different ferries. He was a well known man in the city, and his disappearance has caused much concern.

He was a buyer for O'Neill's dry goods establishment in this city, and was on duty at the different ferries. He was a well known man in the city, and his disappearance has caused much concern.

He was a buyer for O'Neill's dry goods establishment in this city, and was on duty at the different ferries. He was a well known man in the city, and his disappearance has caused much concern.

He was a buyer for O'Neill's dry goods establishment in this city, and was on duty at the different ferries. He was a well known man in the city, and his disappearance has caused much concern.

He was a buyer for O'Neill's dry goods establishment in this city, and was on duty at the different ferries. He was a well known man in the city, and his disappearance has caused much concern.

He was a buyer for O'Neill's dry goods establishment in this city, and was on duty at the different ferries. He was a well known man in the city, and his disappearance has caused much concern.

He was a buyer for O'Neill's dry goods establishment in this city, and was on duty at the different ferries. He was a well known man in the city, and his disappearance has caused much concern.

He was a buyer for O'Neill's dry goods establishment in this city, and was on duty at the different ferries. He was a well known man in the city, and his disappearance has caused much concern.

FIRES AT HALF MAST FOR THE BRAVE CHIEF.

General Expression of Mourning in Jersey City Over the Tragic Fate of Henry E. Farrier, the Head of the Fire Department.

POOR DINAN'S FAMILY DESTITUTE.

Where the Engine Which He Drove Was Run down the Railroad Crossing Has Always Been Dangerous and Is More So Now from Unlawful Obstructions.

Jersey City was in mourning yesterday. Flags floated at half mast on all the public buildings, and the calamity of the previous night was the absorbing topic.

At the church services the unfortunate event was sadly commented upon.

The havoc wrought by the big storm seemed a fitting tribute to the brave chief. He died at the age of 34, and his death was mourned by his many friends.

From those who were antagonistic to the death of the Fire Department were charitable and honest enough to admit that the city had lost a faithful, capable and courageous officer.

A THOROUGH FIREMAN. The sentiment of Police Captain John E. Kelly, a political opponent, was that of the mass. He said: "Henry E. Farrier was a fireman from the cradle to the grave. He was a brave and courageous officer, and his death was a great loss to the city."

The Captain regretted that he could not show the proficiency of the dead chief. It happened at a fire last Thursday night. The flames had been subdued, but the Chief, as usual, was the last man to leave the building. He made a tour in quest of any smoldering embers or sparks that might do mischief.

An inexperienced man, not familiar with the hiding places of fire, would have quit the place content. Chief Farrier stopped at a huge lexbox and carefully passed his hand over each plank.

He paused, and then procuring an axe began to cut away the outer covering of strips of fancy narrow boards.

He had reached the chemical engine, and a moment later was saturating the burning sawdust filling of the lexbox. Captain Kelly remarked: "Chief, why don't you make some of the firemen attend to this examination?"

This was the characteristic reply:—"Captain, I cannot leave a fire until thoroughly satisfied myself that not a spark was left."

It was at this fire in a wholesale grocery that the Chief had a narrow escape from serious if not fatal injury. He stepped on the charred planks that covered a pit.

He was sinking, but managed to twist his body and fall on the edge of the hole.

He also had a close call at the fire on Saturday afternoon which preceded the one in which he lost his life. When about to tread on a strip of rotten plank he was stopped by a policeman who warned him.

Had Chief Farrier advanced he would have gone through the floor. Perhaps it would have been his last journey. His death was a great loss to the city.

He was a brave and courageous officer, and his death was a great loss to the city.

He was a brave and courageous officer, and his death was a great loss to the city.

He was a brave and courageous officer, and his death was a great loss to the city.

He was a brave and courageous officer, and his death was a great loss to the city.

He was a brave and courageous officer, and his death was a great loss to the city.

He was a brave and courageous officer, and his death was a great loss to the city.

He was a brave and courageous officer, and his death was a great loss to the city.

He was a brave and courageous officer, and his death was a great loss to the city.

He was a brave and courageous officer, and his death was a great loss to the city.

He was a brave and courageous officer, and his death was a great loss to the city.

He was a brave and courageous officer, and his death was a great loss to the city.

He was a brave and courageous officer, and his death was a great loss to the city.

He was a brave and courageous officer, and his death was a great loss to the city.

He was a brave and courageous officer, and his death was a great loss to the city.

He was a brave and courageous officer, and his death was a great loss to the city.

He was a brave and courageous officer, and his death was a great loss to the city.

He was a brave and courageous officer, and his death was a great loss to the city.

He was a brave and courageous officer, and his death was a great loss to the city.

He was a brave and courageous officer, and his death was a great loss to the city.

He was a brave and courageous officer, and his death was a great loss to the city.

told the messenger to hurry back with the money. Mrs. Vickers is a customer of Pasburg, and he did not hesitate to cash the check, but the messenger boy, instead of delivering the money to the stranger, took it to Mrs. Vickers at her house. She disclaimed all knowledge of the check, and when the messenger showed it to her she pronounced it a forgery, and returned the money.

SLASHED HIS DUSKY RIVALS.

TWO COLORED SWAINS QUARREL IN ORANGE OVER A SWEETWART.

A serious cutting affair occurred in Orange, N. J., late Saturday night. Thomas Clarton and Hud Holmes are two dusky rivals for the affections of Annie Johnson, a sprightly colored girl. That night the fair Annie came sauntering down Centre street on the arm of Clarton.

Holmes saw them, and jealousy seized his soul. He rushed up to the pair, and after a few hot words struck Clarton in the face. The latter drew an ugly knife with a blade six inches long and made a slashing blow at Holmes, making a frightful gash from the elbow nearly to the elbow of his right arm, from which the blood gushed out abundantly.

Holmes tried to grapple with him, but Clarton slipped himself loose and plunged the knife into Holmes' back on the right side, and by the hip. The latter ran on the sidewalk with a groan.

Detective Conroy and Rounsman McCarthy, hearing the screams of the woman, rushed to the scene and arrested Clarton. The ambulance was summoned and Holmes was taken to the Memorial Hospital where his ante-natal statement was taken. He is now in a very precarious condition.

Clarton was yesterday sent to the County Jail to await the result of Holmes' injuries.

NEWARK DISOWNS M'LEAN.

James P. McLean, who recently became insane in this city, and whom the authorities decided to send to Newark to be provided for, will have to remain here, as a residence of sufficient duration in Newark to make him chargeable to that city could not be proven.

McLean is nearly seventy years old, and until 1887 was in business here. Then he went to Newark, and domestic troubles fell upon him. McLean then left Newark and was not heard of until the authorities of this city picked him up. They will probably put him in the Blackwell's Island Asylum.

HIS SISTER'S VIGILANCE IN VAIN.

John Marshall, aged thirty-three years, who lived with his sister at No. 114 Devoe street, Brooklyn, shot and killed himself yesterday while temporarily insane.